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ABSTRACT

This annotated bilbiography of materials focuses on sailing. Two articles are presented in full. They are: "Sailing in Tall Ships" (Tony Elbourn) and "Sailing Blind" (Charles E. Leonard). Each article tells the true story of a blind person's experience with sailing. Material listings are presented for adults under the following categories: nonfiction discs (6); nonfiction cassettes (5); nonfiction braille (3); fiction cassette (1); and fiction braille (3). Material listings for children are presented under the following categories: nonfiction cassette (1); nonfiction braille (1); fiction cassettes (6); and fiction braille (5). Also listed are seven magazines and articles, and five organizations. An index (by format) and an order form are provided. (DB)

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An Introduction to the Wonders of Sailing for Blind and Physically Handicapped Individuals

National Library Service for the Blind and Physically Handicapped

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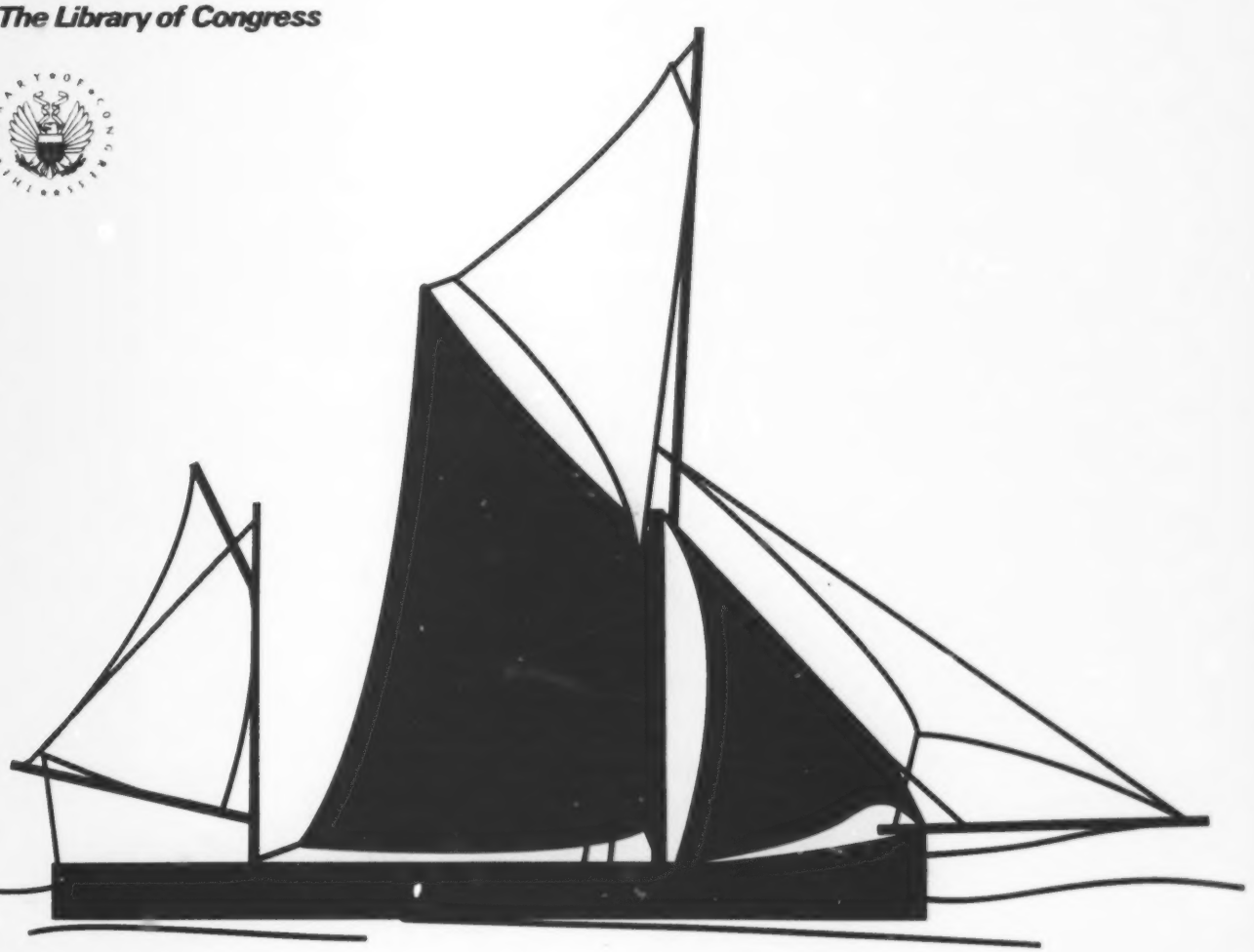

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Inspired by and dedicated to
Professor Antun Lastric,
Union of the Blind of Croatia,
who devoted his professional
efforts to encouraging
participation in leisure
pursuits by blind and
physically handicapped
individuals.

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Introduction

Grab a chance . . .

Arthur Ransome was personally responsible for introducing me to the joys and mysteries of sailing. His *Swallows and Amazons* sparked a life-long love for the freedom of outdoor adventure activity surrounding wind-driven boats and ships. Feeling as though one were flying like a bird or floating downstream cupped in a fallen autumn maple leaf can be experienced by any blind or physically handicapped individual with an ability to read braille or audio books and the imagination to dream. Those with a wish for actual participation may become affiliated with the National Ocean Access Project or develop their own resources and sail away to independence in movement and spirit.

While this bibliography is limited to exploring the world of sailing, the collection of the National Library Service for the Blind and Physically Handicapped has many titles of interest to novice and expert canoeists, kayakers, outboard/inboard enthusiasts, and rafters. Indeed, there is not a form of boating that is not represented by braille or audio titles.

With this bibliography in hand a reader has taken one major step toward experiencing—real or mindbound—the thrill of sailing, so . . .

"Grab a chance and you won't be sorry for a might have been."*

Check out a book and you will check into a new world—a welcome world of escape.

Frank Kurt Cylke
Editor

Washington, D.C.
March 1990

*__Ransome, Arthur.__ *We Didn't Mean to Go to Sea.*

Sailing in Tall Ships

by Tony Elbourn
Glosport, Hampshire, England

The activity holiday is taking up an increasing amount of our leisure time. Many blind persons and their friends may think that this type of break is not suitable for them, but there are now a number of organizations set up especially to provide activities for disabled persons. Some time ago my wife and myself, both totally blind, enjoyed one such holiday with the Jubilee Sailing Trust.

The Jubilee Sailing Trust was set up in 1978 with the intention of providing offshore sailing for able-bodied and disabled people together, as a means of integration. The Trustees decided that they would best do this by providing sailing in a square rigged sailing ship. To build their own vessel required very considerable expenditure, but before asking the public to subscribe to such a venture they carried out a feasibility study.

It was at this stage that I first became involved with the Trust. I received a telephone call asking me if I would like to join them for a day's sailing on *Royalist*. I had read many books about sailing ships and the opportunity to sail on a brig was not to be passed over. Thus I became one of the six disabled persons who spent the day sailing in the Solent. Each of the disabled on board took the wheel for a short "trick." This was the first time I had come across an audio compass. The audio compass is set so that when the ship is held on the correct heading the helmsman hears nothing through the earphone or loudspeaker, but immediately the ship is allowed to stray off its course a bleeping sound is heard—a high or low pitch tone indicating in which direction the vessel has been allowed to veer.

The next event I participated in was a sponsored sail. The aim was to sail an open boat across the Channel from Dover to Calais with a crew of four disabled people. The Trust took every precaution against accidents, but the weather being too stormy off shore the trip was eventually made from Dover to Rye. Although this was a fundraising and publicity stunt the opportunity was taken to assess the performance of the disabled crew—all part of the feasibility study.

A few months later the Trust chartered a 68-foot schooner *Sea Lord* for a weekend's sailing. A professional "skipper" was in command and the remainder of the crew was made up of an equal number of disabled and able-bodied persons. We had a calm cool day sailing in the Solent but overnight the weather took a turn for the worse. The following day the wheelchairs of two members of the crew had to be lashed to the deck. Unfortunately I did not have an audio compass on this occasion so received my instructions

Reprinted with permission from Tony Elbourn and *The British Journal of Visual Impairment*, Autumn 1988 (VI:3), pp. 119–122.

Sailing in Tall Ships

from someone standing by. In the afternoon the wind really began to blow. With a gale force of 8 to 9, and in driving rain, all members of the crew were ordered to use safety harnesses. To add to the excitement a couple of the sails tore along their seams. This adventure over we were asked to submit our comments on the voyage with especial reference to the suitability of the vessel for persons suffering from our particular handicap.

In 1983 the Trust chartered *Soren Larsen*, a two-masted brigantine (her main claim to fame being that she was used as the flagship in television's "Onedin Line"), and commenced three seasons of regular voyages along the coasts of the English Channel and Irish Sea lasting from a weekend to ten days. The ship had a professional crew of seven and the rest of the crew were made up of an equal number of disabled and able-bodied persons, some of whom had sailed in square-riggers before and others who had seen the advertisements and thought it would be a good holiday. For administrative reasons all the "participants" were signed on as crew, so for one week I have sailed before the mast. Toward the middle of our voyage the wind got up quite strongly and the ship rolled vigorously to the discomforture of many on board (I am informed that it is very rare for totally blind persons to suffer from seasickness—a theory I have not so far seen disproved).

Photograph by Max. © 1989

The Lord Nelson

I have enjoyed my trips with the Jubilee Sailing Trust, but what did I get out of them? The voyage on *Soren Larsen* was a marvelous experience and although physically demanding—I was often to be found where halyards and braces were to be hauled on—I went back to work with a sense of achievement, feeling very refreshed and ready for the hard grind once more. I had met some very nice people, visited places I would not otherwise have had the opportunity of going to, and I had experienced sailing in larger vessels. Many people sit in front of their television sets but there is nothing like experiencing the real thing—in my opinion breaking the monotony of one's life, and you do not need to take a guide with you.

The Trust works a buddy system where people pair together and help each other out. If needed there is a willing hand not far away. There are jobs on board for everyone many of which require little or no physical strength at all. In 1985 the Trust launched its new vessel, the *Lord Nelson*, a three-masted barque of 140 feet in length (179 feet if you include the bowsprit) with a beam of 29 feet, and as it has been purpose-built, i.e., the needs of the disabled—including the visually handicapped—have been taken into account. She has a professional crew of eight and can take a voyage crew of up to forty, of whom twenty are disabled.

I have found that among people with other disabilities the visually handicapped are sometimes put down as being standoffish when the only difficulty is a means of making the first contact—usually a communication by eye, which is so natural to them they forget we cannot respond to something of which we are unaware. In a way we are ambassadors because the public generally lump all the visually handicapped together. By sharing our experiences or interests with other people maybe we can at least dent these barriers and be thought of as individuals rather than as "they"!

Why not contact the Jubilee Sailing Trust at Test Road, Eastern Docks, Southampton SO1 1GG, England (tel. 0703 631395), and ask for details of next year's voyages. The Trust runs many other events as well and if you would like to assist in fund raising it could become a new way of life. Recently I took part in a sponsored tandem ride and helped raise 1,000 pounds for the *Lord Nelson* appeal. I had not ridden any distance for over twenty years so forty-five miles was a daunting prospect. I completed them! You do not know of what you are capable until you try.

Could you still sail if you lost your sight? Here's how one man solved the problems of . . .

Sailing Blind

by Charles E. Leonard

To one who loves the sea and all manner of sailing craft, sailing blind is no worse than sailing through a fogbank, and certainly it's a lot less clammy. If you have the knowledge, the pleasant chores of making sail, weighing anchor, and trimming sheets are not diminished by the inability to see what you're doing. If you lack the knowledge, learning the business of "rag pulling" can give a sense of accomplishment unmatched ashore. Two features of sailing, racing or cruising, which make it especially appealing to a blind man are, one, the relative quiet at sea, which permits accurate perception of everything aboard; and, two, the almost invariant location of everything aboard a trim ship. This latter develops familiarity and affords you the satisfaction of being able to go to the right line or to come up with the right piece of gear without groping. Of course, a blind sailor can't make a landing or shoot a mooring unaided. However, close-quarter maneuvering can be left to a sighted member of the crew, while a trick at the helm in open waters can be taken over by the blind skipper with confidence, with the aid of an audio compass.

I have loved sailing ever since the day I first pitted tender muscles against the iron tiller of a Beetle Cat in the harbor at West Falmouth, Mass., in 1938. The following years provided me with a wealth of shipboard experiences, racing and cruising, in various sized boats from a Sunfish to a forty-two-foot auxiliary schooner, which I chartered for a week of cruising in Maine in 1958.

I became totally blind as a result of diabetic retinopathy in the fall of 1964, but with twenty-six years of sailing vividly etched in my memory, I need only the sound of a winch or block or buoy, the luffing of a jib, the burble of a bow wave together with a grip on a familiar line, the heeling of the deck, or the leap of the yacht in response to the helm to enjoy again the total pleasure of sailing.

I suppose rehabilitation workers would call this "active visualization," and I know I am fortunate to have the ability. It would be correct to say that the two most important assets of a blind person are keen perception with the remaining senses and detailed memory. The latter is the key to success in a sightless world. If you don't remember the exact location and precise shape of every piece of furniture in your home, you have to walk into something to find out where you are. On board, if you don't remember the storage place of every utensil or tool and take note of the location of everything you set down, you will be frustrated by tactile searching. A blind

Reprinted with permission from *Yachting Magazine*, New York, August 1971, pp. 62–63, 90, 92.

person navigates by means of a detailed, memorized chart which has bells, gongs, horns, and whistles in the form of familiar sound sources, with precise locations on his memory chart and familiar landfalls which are the objects he touches along the way. In comparison, the rig of a yacht, with the exact location of every functional line or fitting, its size and shape described in three dimensions, is far less complicated. First of all, there isn't room for the immense clutter of objects found in a home; and second, every loose object must be secured to survive the pitch and roll of a yacht underway. Even a boat boarded for the first time has a certain familiarity due to the functional requirements of its standing and running rigging. The confines of the hull shape naturally limit the possible locations of berths, galley, and head so that a quick tour creates a lasting mental chart, with details filled in verbally by the owner. The first day aboard a chartered vessel, I spend leisure moments exploring every possible storage compartment with my fingers in order to verify and reinforce the details of the verbal description.

In sailing, as in other activities, it is well to know one's own limitations. The blind crew cannot adjust the sheet or guy of a spinnaker for maximum drive in a race except under direction from someone at the helm or on the foredeck who can see the sail. He can, of course, rig the spinnaker, or any other sail for that matter, and man any halyard. On a beat or a close reach, he can determine the optimum trim of the sheets, if the boat is responsive enough, because he can feel minute changes in the heel and forward drive. He is best at operating a winch or tailing a sheet under direction from the helm, but sheeting in a big genny fast when tacking requires both hands, with none left for steadying, so he must brace himself or sit down.

I have no fear of violent pitching or rolling, or green water on the foredeck, because I always follow the square riggers' adage "one hand for the ship and one for yourself." Making my way forward underway, I always use the coaming, the cabin rail, the shrouds, or the lifeline, if there is one, and below decks I use my hands the same as anyone else would. When running dead before the wind or jibbing, the boom or a club-footed staysail may be a real hazard to one who can't see it coming. But if you know its height above the deck and its sheet-limited travel, you can stay clear or duck at the appropriate time with forewarning from the helm. Picking up a mooring is also difficult unless the yacht is so small that the helmsman can see the reach of your arm or a boathook and steer you into contact with the float. Heaving the anchor or weighing it is simple, unless you are so careless as to stand inside a coil of line. There is, however, one problem associated with stowing the ground tackle. Any mud brought aboard will get on your hands and prob-

ably your clothes, and as you make your way aft, you will unknowingly deposit it everywhere you take a hand hold. The same problem arises in the stowing of a charcoal grill, or in working on the engine, but such dirty jobs are normally done when the deck is level at anchor or dockside. A good cleanup job, other than ordinary swabbing of the deck, demands eyesight to see the dirt. The same applies to polishing the brass, touching up the bright work with spar varnish, or any painting job required aboard the boat.

What about the blind sailor at the helm? In the area of decision and command, the loss of vision cuts the deepest. If you don't know the position of the boat relative to other boats, the marks of a course, or obstructions above or below the surface of the water, you cannot navigate safely. The charts, your binnacle, a depth sounder, or even a masthead radar are of little use if you can't take continuous sightings and compare them with visual references on the water. The decision of when to tack and where to drop the hook must be left to a sighted crewman for lack of information on speed and position. But in relatively open water, where the maneuvering margin of safety is increased and precise timing is unnecessary, a blind sailor may take the helm of any boat. Because of an increased awareness in his sense of touch, the blind helmsman can often detect smaller changes in performance of the yacht than someone with eyesight. This is especially true when beating, because of the heel of the boat, the frequency of wave slap, and the sound of a luff which is carried to your ears by the relative wind. In a broad reach or run, where relative wind velocity is low, it becomes increasingly difficult to hold a straight course, and even when beating, the boat may straighten up for three different reasons—each of which requires a different corrective action at the helm. You may be pinching or bearing off due to your own action, or a header or a lift, or you may simply be sailing through a dead spot. An acquired feel for the response of a boat helps, but periodic verbal reminders are also required.

In light air, I have sailed my Sunfish alone, with occasional instructions from a friend in a powerboat. Once, after being towed into the boat club after a race that turned into a drifter, the novice sailor in the Sunfish ahead capsized as he went forward to release his bow line. My crew went over the side to assist him and I sailed around the area until he was ready to be picked up. I could hear everything that was going on and I knew my approximate location, but what I didn't learn until afterwards was that I had sailed a circle around a Flying Scot without even knowing he was there.

If it were possible to identify a triangular course with a different sound at each mark, one that could be heard under all wind conditions and from all directions, in-

cluding upwind without the masking of one signal by another, I suppose I could race alone. But these requirements would be very difficult to satisfy.

Instead of accepting the kindness of a sailing guide, who tells me which way to steer, "I'd rather do it myself," and so, an engineer by profession, I devised the audio compass. This is a small autopilot-type sensing device which gives me heading information in the form of two audio tones. It permits me to sail a straight course, upwind or down, regardless of wind velocity, without the constant attention of someone with eyesight. Inside of an externally gimbaled three-inch box compass, I added reflecting foil to the outer edge of the card from 5 degrees to 180 degrees and one-half inch from the edge from 180 degrees to 355 degrees. A circular lucite disk resting upon the horizontal glass above the card contains two photo cells and a tiny light bulb. The cells and bulb lie in a radial line so that a light flash from the bulb will be reflected by only one of the foil strips into one of the photo cells. The cells control a tiny transistor oscillator which produces a four-hundred-cycle tone when the bulb is over the outer strip, or an eight-hundred-cycle tone when the bulb is over the inner strip. Responding to these tones, which tell me the direction to turn to get back onto course, I can maintain a constant heading. Because the magnet in the speaker affected the compass, the speaker, the oscillator, and penlight battery cells could not be packaged in the compass box. It somehow seemed appropriate to put them in a plastic shaker labeled "salt." Rechargeable batteries were used and a short duration light flashing circuit to achieve twelve hours of continuous operation on a single charge. Although the foil null point on the compass card occurs only at North, the lucite disk may be rotated to any position on the compass glass which is fixed by gimbals and the compass box relative to the boat. A pair of brass cleats and some laceline are used to secure the box on a sloping deck or cockpit seat.

Since the advent of my blindness, I have sailed a Sunfish, Herreshoff, Bullseye, Lightning, Star, Tempest, twenty-eight-foot Columbia, thirty-foot Tripp yawl, forty-foot Hinckley yawl, forty-six-foot cutter, and forty-eight-foot schooner. On the Sunfish and Bullseye I found that the boat could turn faster than the card in the damping fluid in the compass so that I had to change course more gradually than the helm would permit. Although I can't maintain the null, I steer back and forth through it to hold a nearly constant course. The larger yachts were easier to steer at all points except dead before the wind in a following sea. Despite some backlash between tiller and rudder in the cutter, my steering never collapsed the spinnaker. The Hinckley and the schooner had wheels which diminished the feel of the helm and produced oversteering at first,

but with the aid of the audio compass, I soon learned to stay on course.

Before I became blind, I had reached the conclusion that to live and work in ski country two hundred miles from the ocean and still get the most out of sailing, I would race a small fiberglass one-design every weekend on Lake Champlain, and charter a cruising yacht on the Atlantic for a week of vacation. Blindness has not altered this decision, except that I need a helmsman to race, and an audio compass to get the most enjoyment out of cruising. During the first week of August last year, two couples, a young widow, my wife, and I chartered the forty-six-foot cutter *Baccarat* out of Mattapoisett, Mass., and sailed to Nantucket and Block Island. The cruise was notable for seven straight days of sunshine and following wind. We got a late start and found ourselves entering Vineyard Sound from Quicks Hole at sunset. With darkness came a ground fog so thick that we sailed right by the light at Tarpaulin Cove on Naushon and finally dropped the hook in the outer harbor at Falmouth. My hearing helped in the precise location of a bell buoy off Woods Hole, but when we started motoring, I forgot the open engine compartment hatch in the cockpit and stepped from the seat down a four-foot hold. Several days later on the run from Naushon to Block, I took the helm for over twenty miles.

The audio compass was adjusted at whistle "VS" off Cuttyhunk and when we passed race mark B off Newport, nine and a quarter miles west nor'west, we were dead on the mark. A slight following sea resulted in heading variations of plus or minus 12 degrees, but the equal duration of these excursions averaged out zero heading error. The greatest frustration I had came as we passed the Sand Bar off Block Island and the tidal cross chop rocked the boat considerably. On the way back to Cuttyhunk a day later, the sea was more calm when I took the helm on a starboard reach, and with the aid of the audio compass I was able to hold my heading variations down to plus or minus 5 degrees.

For our next cruise, I am looking forward, figuratively speaking, to the Virgin Islands or possibly a transatlantic crossing.

Books about Sailing

Adult Nonfiction

Discs

Sailing: A Sailor's Dictionary FD 17341
by Henry Beard
Humorous lexicon that contains in alphabetical order the definition of words pertaining to sailing and otherwise. Bestseller 1981.

Two Years before the Mast: A Personal Narrative of Life at Sea TB 2881
by Richard Henry Dana
Written in 1840, this narrative is based on the author's own journal, written while he was a sailor, and describes the hard and brutal life of the seaman.

Hard on the Wind: The True Story of a Young Boy Who Went to Sea and Came Back a Man RD 20311
by Russ Hofvendahl
In 1937 the author changed his birth certificate to get a job as a seaman. His dream boat turned out to be an old four-masted commercial schooner sailing for cod in the Bering Sea. Hofvendahl describes his five desolate months in the fo'c'sle with a crowd of skid-row drunks, an ordeal that marked his passage to manhood. Strong language.

Adrift RD 17265
by Tristan Jones
A British seaman tells of his down-and-out experiences and struggles to survive while sailing a small boat in several parts of the world. He describes police brutality in South America, bureaucratic pettiness in England, and being penniless in New York City. Violence and strong language.

Tinkerbelle TB 1332
by Robert Manry
In 1965, a middle-aged Cleveland newspaperman undertook a solitary sailing adventure from Falmouth, Massachusetts, to Falmouth, England. He recalls his experiences aboard his thirteen-and-one-half-foot sloop, and includes excerpts from his wife's diary of her thoughts during their separation.

The Boat Who Wouldn't Float TB 3334
by Farley Mowat
The author writes about his experience with his sailing partner when the two men decide to buy a vessel and sail to exotic places; but it takes them eight years to get the boat off the coast of Newfoundland without sinking.

Books about Sailing

Cassettes

Two Years before the Mast: A Personal Narrative of Life at Sea RC 19924

by Richard Henry Dana

Written in 1840, this narrative is based on the author's own journal, written while he was a sailor, and describes the hard and brutal life of the seaman.

The Circumnavigators: Small Boat Voyagers of Modern Times RC 13302

by Donald Holm

Some of the determined mariners who sailed around the world are Captain Joshua Slocum, a crusty New Englander and the first man to make it in a small boat; Alain Gerbault, a World War I ace and tennis star; and Sir Francis Chicester who at sixty-three did it alone.

Francis Chicester: A Biography RC 11104

by Anita Leslie

Relates the life of the hero from his sickly schoolboy days in New Zealand to his successful world-breaking records as a sailor.

***Moxie*, the American Challenge RC 18165**

by Philip S. Weld

At the age of sixty-five, the author became the first American and oldest man ever to win the Observer Single-handed Trans-atlantic Race. He recounts the day-to-day adventures in his extraordinary sailing boat, *Moxie*, and reflects on his experiences as sailor, reporter, and publishing entrepreneur.

Lead, Follow, or Get out of the Way: The Story of Ted Turner RC 19255

by Christian Williams

Biography of the outspoken and dynamic Atlanta millionaire who, at the age of forty-one, has built a business empire in radio, television, and sports franchises. Also a noted sportsman and celebrity, he is the yacht captain who won the 1977 America's Cup.

Braille

A Sailor's Life BR 342

by Jan de Hartog

What started as advice to young sailors, drawn from the author's own experience, became a series of essays and discourses imbued with a love of the sea and ships.

Sailing BRA 18087
by Peter Heaton
Handbook for beginners explains how to choose, buy, fit out, provision, and sail a yacht. Also includes sea songs, stories, and lore, as well as advice ranging from how to make weather forecasts to how to cure seasickness.

Innocents at Sea BR 3442
by James A. McCracken
A senior editor of *Reader's Digest* recounts a light-hearted story of his experiences and mishaps at sea. It is also a tale of maturing love that develops between himself and his wife as they share their life together on various boats.

Adult Fiction

Cassette

Passage Novel RC 19659
by Dean Fuller
A swift sailing yacht, competing in the transatlantic single-handed race, is sighted by a merchant ship off the coast of Newfoundland with no one aboard. When a salvage attempt fails, news is flashed to the race headquarters in Newport. Roger Truly, owner of the yard that commissioned the sailboat, is determined to recover the yacht and the fortune in insurance. Some strong language.

Braille

Call Home the Heart BRA 10076
by Elisabeth Ogilvie
Giles Whitney comes from a family of fishermen and has lived near the water all his life. Now the lobster boat he has been building nears completion, and his wife hopes for her husband's sake that the boat proves a lucky one.

Steer North BRA 8131
by Kathrene Sutherland Gedney Pinkerton
Fifteen-year-old Greg Starbuck, his father, and an old sea dog named Captain Matt join in an enterprise to build the perfect boat. They find adventure and danger sailing among the islands and reefs off the west Canadian coast.

Sea Fever BRA 17333
by Antony Trew
Martin Savage gives up everything—job, house, savings, and girlfriend—to compete in an 8,000-mile single-handed ocean yacht race. Forty hours out at sea, he discovers a stowaway on his ketch, a woman whose presence, if known, would automatically disqualify him from the race.

Books about Sailing

Children's Nonfiction

Cassette

River Thrill Sports RC 24364
by Andrew David
A guide to the equipment, skills, and safety precautions required for rafting, canoeing, and kayaking. For grades 5-8 and older readers.

Braille

Yankee Clippers BR 439
by Clara Ingram Judson
The life of Donald McKay, designer of clipper ships, from his boyhood on a Nova Scotia farm, through his struggle to build more and better ships until the day when his most beautiful effort, *The Great Republic*, burned at the docks in New York City. For grades 5-8.

Children's Fiction

Cassettes

Luther Tarbox RC 15367
by Jan Adkins
A good-natured boatman with a fine boat and a very true compass leaves dock on a damp morning to set his lobster pots. He returns home that afternoon through a dense fog with a lot of surprises for his loving wife who, fortunately, has made a huge pot of chowder. A salty tale for grades 2-4.

The Great Bamboozlement RC 19773
by Jane Flory
Serena's jolly family begins a whole new life when her Pa trades their dirt-poor farm for a floating general store. Traveling down the Monongahela River on the raft to sell their goods is almost like a holiday for Serena until they take on a passenger and find themselves thrust into a mystery. For grades 4-7.

Benjy's Boat Trip RC 12876
by Margaret Bloy Graham
The salty adventures of a dog with long ears and a short tail who goes to the waterfront to hunt for his departing family and stows away on the wrong ship. For preschool-grade 2.

Swallows and Amazons RC 22220
by Arthur Ransome
Two families of lively English children spend the summer sailing and camping out on Wild Cat Island. They explore their miniature world, hunt for a hidden treasure, and follow the mysterious doings of an uncle suspected of being a pirate. For grades 4-7.

We Didn't Mean to Go to Sea RC 15054
by Arthur Ransome
Four children find themselves up against a real challenge when the owner of the yacht on which they are visiting fails to return and the boat drifts out to sea. A story of action, adventure, and courage for grades 4-7.

Mr. Yowder and the Steamboat RC 11821
by Glen Rounds
A very tall tale in which Mr. Yowder rents a rowboat for a day of fishing but finally finds himself piloting a steamboat up Broadway in New York City. For grades 3-6.

Braille

To Peril Strait BR 2039
by Margaret Elizabeth Bell
Mike Williams resents being treated like a child by his father and older brother. Eager to prove himself, he deliberately takes a forbidden boat trip, risking his own life and the lives of two others. For grades 6-9.

Brim's Boat BR 777
by Michael Gaunt
An animal fantasy about a terrier who finds an abandoned boat which is his dream come true. He immediately becomes Captain Brim and launches his boat with the help of his friends Oldest, the tortoise; Twill, a conservative sheep dog; and the beavers. For grades 3-5.

Little Boat BR 6135
by Michel Gay
A little boat goes out fishing and runs into a storm. For preschool-grade 2.

Cross Currents BR 770
by Joan Phipson
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Magazines and Articles

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Handicapped Boaters Association
P.O. Box 1134
Ansonia Station
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Christensen, Charlotte. **Sailing without Sight.** *Dialogue* Vol. 14, No. 2, Summer 1975. pp. 77–78.

DiMattia, Ralph. **Sailing—A New Experience.** *New Outlook for the Blind* Vol. 64, No. 5, May 1970. pp. 139–141.

Hale, Robert. **Sailing without Sight.** *Lion* Vol. 59, No. 5, November 1976. pp. 16–17.

Lansink, Clive, and Mary Schnackenberg. **A Holiday with a Difference.** *Focus* Vol. 23, No. 2, June 1989. pp. 17–19. (New Zealand Association of the Blind and Partially Blind, Auckland, New Zealand)

Ocean Access (quarterly)
NOAP, Suite 306
410 Severn Avenue
Annapolis, MD 21403
(301) 280-0464

Watney, John. **Sailing Blind.** *New Beacon* Vol. 54, No. 644, December 1970. pp. 311–315.

Activities and Organizations

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